

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended): An exhaust-gas purification system for the exhaust gases of an internal combustion engine (2) of a motor-vehicle comprising an oxidation catalyst (7) and a downstream particulate filter (5), wherein a converter shell (6) is arranged in the exhaust-gas system closely downstream of the engine outlet and includes the oxidation catalyst (7) and a hydrogen adsorber (4) is arranged closely upstream of the particulate filter (5) in the underfloor area of the motor vehicle and wherein the particulate filter is a wall flow filter, which is coated with an oxidation catalyst on an entry side thereof characterized in that a hydrocarbon adsorber is arranged between the oxidation catalyst and the particulate filter.
2. (currently amended): The exhaust-gas purification system according to claim 1, ~~characterized in that~~ wherein a zeolitic coating on a honeycomb body is used as the hydrocarbon adsorber, which includes a mixture of the zeolites ZSM5, DAY and comprises platinum at a concentration of 0.1 g/l of honeycomb body volume as a catalytically active component.
3. (currently amended): The exhaust-gas purification system according to claim 2, ~~characterized in that~~ wherein the oxidation catalyst includes a catalytically active coating of platinum-activated aluminum oxide or aluminum silicate on a honeycomb body.
4. (canceled)
5. (currently amended): The exhaust-gas purification system according to claim 1, ~~characterized in that~~ wherein the hydrocarbon adsorber comprises a storage capacity for hydrocarbons in the range between 1 and 50 g.
6. (currently amended): A method of operating the exhaust-gas purification system, ~~particularly according to~~ of claim 1, ~~characterized in that,~~ wherein during operating phases of the engine with exhaust-gas temperatures at the engine outlet below 200 °C, the hydrocarbons emitted by the engine and not converted by the oxidation catalyst are adsorbed at the

hydrocarbon adsorber and the emitted soot particles are deposited on the particulate filter, while during operating phases of the engine with exhaust-gas temperatures at the engine outlet of more than 200 °C, the emitted hydrocarbons are converted by the oxidation catalyst, and the particulate filter is regenerated from time to time, wherein for initiating the regeneration, the exhaust-gas temperature is raised by engine modifications at the site of the hydrocarbon adsorber above the desorption temperature of the hydrocarbons and the stored hydrocarbons are desorbed and catalytically burned at the oxidation coating of the particulate filter to support the regeneration.

7. (currently amended): The method according to claim ~~[[5]] 6, characterized in that~~
wherein the concentration of hydrocarbons in the exhaust gas is raised by post-injecting hydrocarbons into the cylinders of the internal combustion engine during the storage phases in order to increase the mass of stored hydrocarbons.

8. (canceled)